



MTR CAR COSSIP

HOW YOUNG DURYEA SOLVED SILENCE PROBLEM IN NEW CAR

Silence has been the "consummation devoutly to be wished" of the automobile builders ever since the first crude "horseless" carriage smoked, and-puffed, and rattled its way along to the admiration of even the object-ors. And now for the first time, after twenty-one years of steady development of the American motor car, silence has been attained, as nearly as it is possible to attain absolute noiselessness in anything that moves.

That most motor cars have never before been more than comparatively silent is because the builders went after only the big noises, which thrust themselves on the attention, like that of the engine. When these were more or less quieted, the myriad little noises which go to make up the characteristic sound of the motor car—things which singly would hardly be noticed—made their chorus heard. And silence was still a long way off.

The problem was solved in characteristic fashion by J. Frank Duryea. Though he is but a young man now, Duryea was the designer of the first successful American automobile, 21 years ago. He originated, and had developed, more of the fundamentals of the fine motor car of today than any other maker in this country, certainly—probably more than any other man in the world. His method has always been to make his mind up

what was to be accomplished, and then study and adapt every part of the car to achieve the result.

When he set about getting silence, Mr. Duryea "began at the tread and worked up." Every bolt, rod, joint, bearing, hinge, sash, frame, anything that had the possibilities of the slightest squeak, or thump, or rattle—was studied, first by itself, and then in connection with everything it touched or affected.

New materials were put into bearings, or old materials were combined in new ways; valves were water-jacketed; windows sashed and frames were set and fitted in an entirely novel manner; special thumb screws were invented, because none could be found that would not work loose sooner or later; the wind shield was locked to the top when the top was up, so that it was perfectly fast, with no flapping guys or shaking straps. The lamps were locked, too, that they should not jar, and so on, through an almost endless list of things. And then by a new principle in spring suspension, the utmost of bump and jar was eliminated.

The result is that the C-Six Stevens-Duryea, as this new car of the Stevens-Duryea Company is called, is "as silent as if it wore rubber heels." Its quiet is extraordinary—the most striking thing, perhaps, about what has

MERCER AGENCY GOES TO ROYAL HAWAIIAN HERE

The Royal Hawaiian Garage has secured the agency of the Mercer car, one of the fastest cars manufactured. A 1913 touring car is now on exhibition in the garage and those who have seen it say it's one of the neatest appearing cars on the market today. It is hung low to the ground, which makes riding very comfortable and at the same time absolutely safe.

The Mercer is capable of obtaining a speed of 70 miles an hour, and has power galore, it being able to climb the steepest hills. In all the big races the Mercer finished first, demonstrating beyond doubt its superior power and workmanship.

Rufus Spalding, of Kauai, while on the mainland recently, purchased a Mercer and took delivery about a month ago on Kauai. He reports his car particularly adapted to hill climbing over some of the not too good Garden Island roads.

been called the most striking car ever produced. It is the first thing anyone comments on. It's so "well worth having" that it's a sure guess that every builder will get out and hustle to come as near to it as he can from now on.

1913 HAYNES MAKES A HIT

J. A. Gilman, the local agent for the Haynes car, received a 1913 model the other day. The car, a five-passenger touring car, attracted much attention as it was given a try-out by Mr. Gilman, accompanied by a few specially invited friends.

In speaking of the car Mr. Gilman said: "It's the easiest-running machine I've ridden in and I've been behind many in my days. It's an electric starter and generates its own electricity and storage battery. I am very well pleased with the new Haynes and expect to do a big business with the 1913 model."

James A. A. Wilder is the purchaser of the Haynes and has already taken delivery of it. Three other cars are on the way and Mr. Gilman expects they'll be sold as they arrive.

WILL RETAIN AGENTS.

Flanders Assures Agents of Reorganized U. S. Motor Co.

As there seems to be a general misunderstanding among dealers handling the various lines—Stoddard, Maxwell, Flanders, etc.—as to just what will happen when Walter E. Flanders takes hold of the reins of the reorganized United States Motors Company Mr. Flanders states as follows:

"While I am not yet ready, and it would be premature, to announce the new sales policy in detail, I will say that the general policy will be to leave matters just as they are so far as dealers are concerned. That is to say, those dealers who have been handling Maxwell or Stoddard cars, will continue to enjoy those agencies undisturbed. And dealers who are handling the Flanders Sixes will also continue to handle that line undisturbed. The sales, like the manufacturing policy, will be one of expansion, not of contraction."

"I have never seen any great success achieved by cutting down. The way to make profits is to increase output. And that being our plan it goes without saying that we will need every good, every competent man in the old organization, whether in the field or at the factories."

AUTOMOBILE NOTES.

One of the most ingenious machines yet developed by the automobile trade is at work in the trimming department of the Studebaker Corporation. By an elaborate system of fingers this machine measures in square inches the area of the hides used in upholstery. Incidentally, it takes two large hides to furnish the leather work for each car.

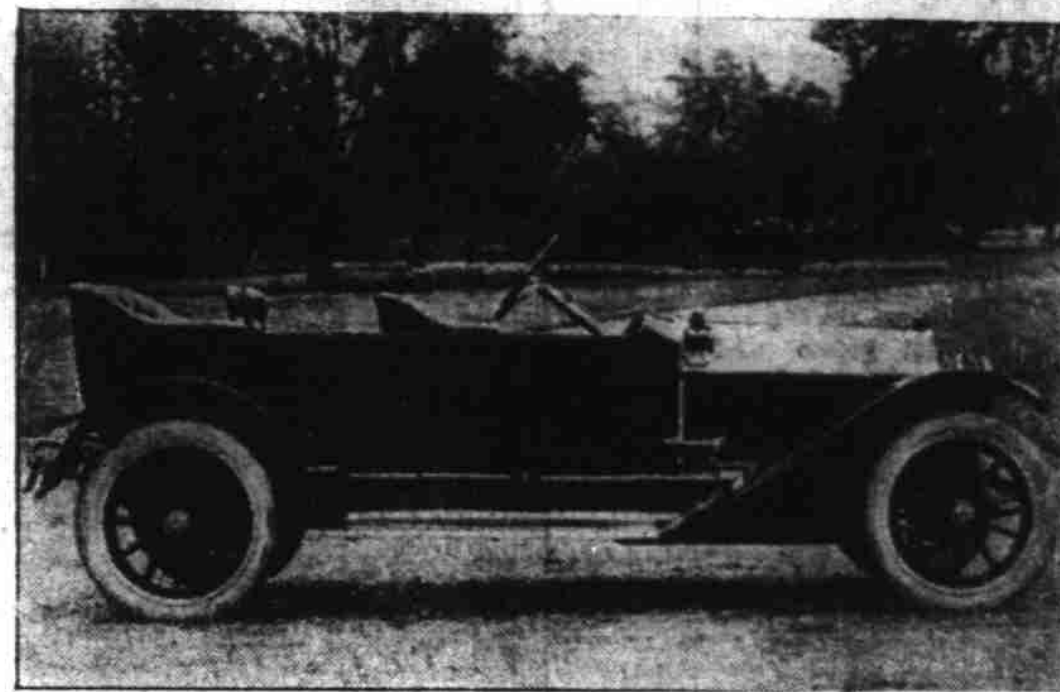
In an interview with Jesse Froelich of the Times Square Automobile Company, it is very evident that the second-hand automobile business is in a very flourishing condition, especially since they have added to their line of manufacturers' obsolete stock.

They are making a specialty of carrying material of all descriptions that the manufacturers of automobiles and trucks are putting out, including magnetos, frames, axles, motors, steering wheels, steering columns, radiators, bodies, transmission, and in fact everything pertaining to the automobile and accessories.

With a run from New York to Philadelphia overtaking its 4145-mile coast to coast trip, the transcontinental Alcoa truck returned to the everyday service performed for its owners, Charles W. Young & Co., previous to undertaking the long journey.

The truck attracted much attention

THE STURDY STUTZ



The Car that made good in a day.

THE FIRST STUTZ CAR built, made good when it went through a gruelling contest on the Indianapolis speedway without a mechanical adjustment, and it has been making good ever since. The best ideas of automobile engineers all over the world have been incorporated in Stutz construction, but the expense of all these engineers is not included in the cast overhead expense which goes to make up the price of the car. When a maker can show a record such as the Stutz can proudly point to, when he can point to an unbroken record of consistent performances, it means everything. This is the history of the Stutz. Look at the car, study its construction, its sturdiness, its beautiful lines, its record for speed and consistency, and be convinced.

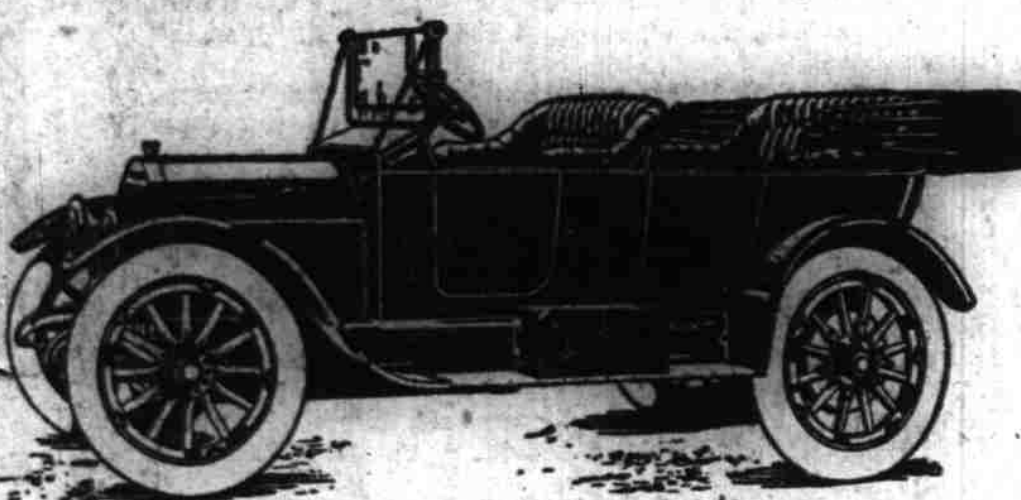
Schuman Carriage Co., Ltd., Agents

as it operated through the Philadelphia streets laden with merchandise. It bore few evidences of the battles it had fought and the difficulties that were encountered in hauling the first cargo of merchandise on record across the nation. The motor ran quietly and the big steel body had scarcely a dent in it. A high priced box at the open camp lets expensive to some people, than the cheapest church pew.

The Complete Car

In determining what automobile you are going to buy you will probably demand a car that is powerful and speedy, dependable and durable, handsome and comfortable—one that has all the best features in automobile construction and is backed by successful and reliable manufacturers. In short, a car that is in every sense complete. And you want it at the lowest price consistent with the efficiency you demand.

We anticipated long ago that that was the kind of car most people wanted, and for 20 years we have worked to build that kind of a car. Each year we came nearer that ideal. And in Model 22 we have succeeded in reaching it.



The Newest HAYNES Model 22

Electric Starting and Electric Lighting

is everything that you will demand of an automobile. IT IS THE COMPLETE CAR. Its completeness is expressed in its powerful, durable, dependable, easy running, silent, simple, and accessible working parts—its sturdy frame—its graceful lines—its roominess—the luxury of its upholstery, the deepest used in American cars—and in its electric starting and electric lighting system of utmost simplicity and 100 per cent efficiency. And throughout there is that QUALITY OF MATERIALS and WORKMANSHIP that has always made the Haynes so popular.

In building this complete car we have constantly had in mind ABSOLUTELY FULL EFFICIENCY at the VERY MINIMUM of COST. Cheaper cars cannot give you all you demand; higher-priced cars cannot offer you better conveniences, comfort, quality or service than the Haynes.

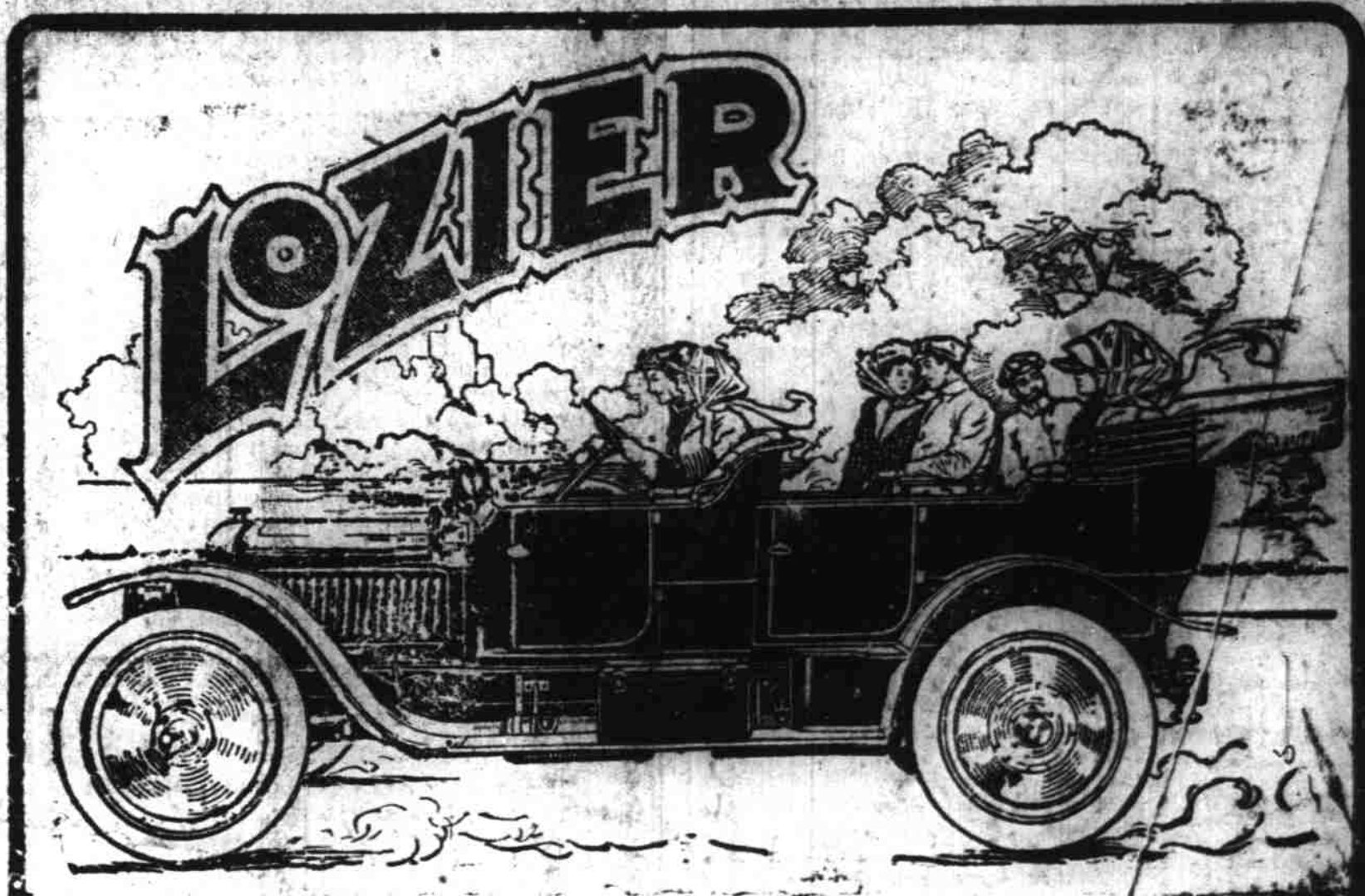
Detail of Specifications:

Haynes T-head motor, 44x54 in., 40 h. p., wheel base 120 in., fine hair upholstery, 12 in. deep; tires, 26x4 1/2 in., absolutely 100 per cent efficient electric starting equipment of utmost simplicity; Elsmann dual magneto, Stromberg carburetor, Warner autometer, demountable rims, top, windshield, electric signal horn, electric cowl lamp, standard bumper, etc., etc. Model 22, \$2500 complete, delivered in Honolulu.

J. A. GILMAN,
Agent

1913

Center
Control



Center control logically follows left-hand drive, and is sure to become standard on all American motor cars. Center control as adopted by Lozier for 1913 eliminates the one great objection to the popular fore-door body.

The first fore-door car built in America was the Lozier Lakewood, now in its fourth successful season. This innovation in design met with the instant approval of the public and fore-door bodies are now standard on all open cars, in spite of the fact that manufacturers have never been able to perfect a fore-door on a right-hand drive car, because of the position of the control levers.

The adoption of left-hand drive on the 1913 Lozier has made it possible to place the gear-shifting and emergency brake levers in the center of the car, in a position convenient to the driver and at the same time, entirely out of the way of occupants of both front seats. The bug-bear of the body designer has been eliminated.

The accompanying illustration will give you only a general idea of the beautiful Lozier fore-door bodies. You must see the car to appreciate its good looks; you must ride in it to realize how far it is ahead of other motor cars mechanically.

In the Type 72 1913 Lozier you get Left-Hand Drive, Center Control, Automatic-Level Oiling system, Double Magneto, with Triple Ignition, a Six-Cylinder Motor which develops more than 80 actual horse-power—and all the other features which have led men who had owned many makes of cars—"Men Who Know"—to call the Lozier the best car built in America.

It's really worth your while to investigate this remarkable car. See it at our salesrooms and arrange for a demonstration. 32-page catalog on request.

VON HAMM-YOUNG CO., LTD., AGENTS

DEMONSTRATOR NOW IN STOCK AND READY FOR BUSINESS.